US 2 - Badrock Canyon Corridor Planning Study

NEWSLETTER #2 AUGUST 2012

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What is a Corridor Planning Study?

A Corridor Planning Study is a **planning-level assessment** of a study area before project-level environmental compliance activities under the National and Montana Environmental Policy Acts (NEPA/MEPA). The corridor study process is designed to determine what, if anything, can be done to improve the corridor and to facilitate a smooth and efficient transition from transportation planning to environmental review and potential project development. The process involves conducting a planning level review of safety, operational, and geometric conditions and environmental resources within a corridor to identify needs and constraints. The process allows early coordination with members of the public, resource agencies, and other interested stakeholders.

What are the Needs in the Corridor?

Corridor needs and objectives were developed through a review of existing and projected conditions, input from members of the public and resource agencies, and coordination with the study Advisory Committee.

Need 1: Improve safety and operations of the US 2 roadway facility within the study area for all users, where practicable.

Need 2: Minimize adverse impacts from improvements to the environmental, historic, cultural, scenic and recreational characteristics of the corridor.

The full list of corridor needs and objectives may be viewed on the study website at **http://www.mdt.mt.gov/pubinvolve/badrock**

Please Join Us for an Informational Meeting!

Tuesday, August 28, 2012 6:00 p.m.
U.S. Forest Service
Hungry Horse Ranger District Office
10 Hungry Horse Drive
Hungry Horse, MT

The purpose of the meeting is to present recommended improvement options and request feedback. We look forward to seeing you there!

Improvement Option Identification and Recommendations

The study team identified six potential alignments to improve safety and operations for US 2 corridor users while minimizing impacts to corridor resources to the extent practicable. Potential alignments included Alignment 1 (Existing Alignment), Alignment 2 (Optimized Existing Alignment), Alignment 3 (Tunnel Alignment), Alignment 4 (Partial Canyon Bypass Alignment), Alignment 5 (Full Canyon Bypass Alignment), and Alignment 6 (Southern Alignment). Alignments 3 through 6 were eliminated from further consideration based on screening criteria for cost, constructability, impacts, right-of-way, and community support. The following table provides a summary of recommended improvements associated with Alignments 1 and 2.

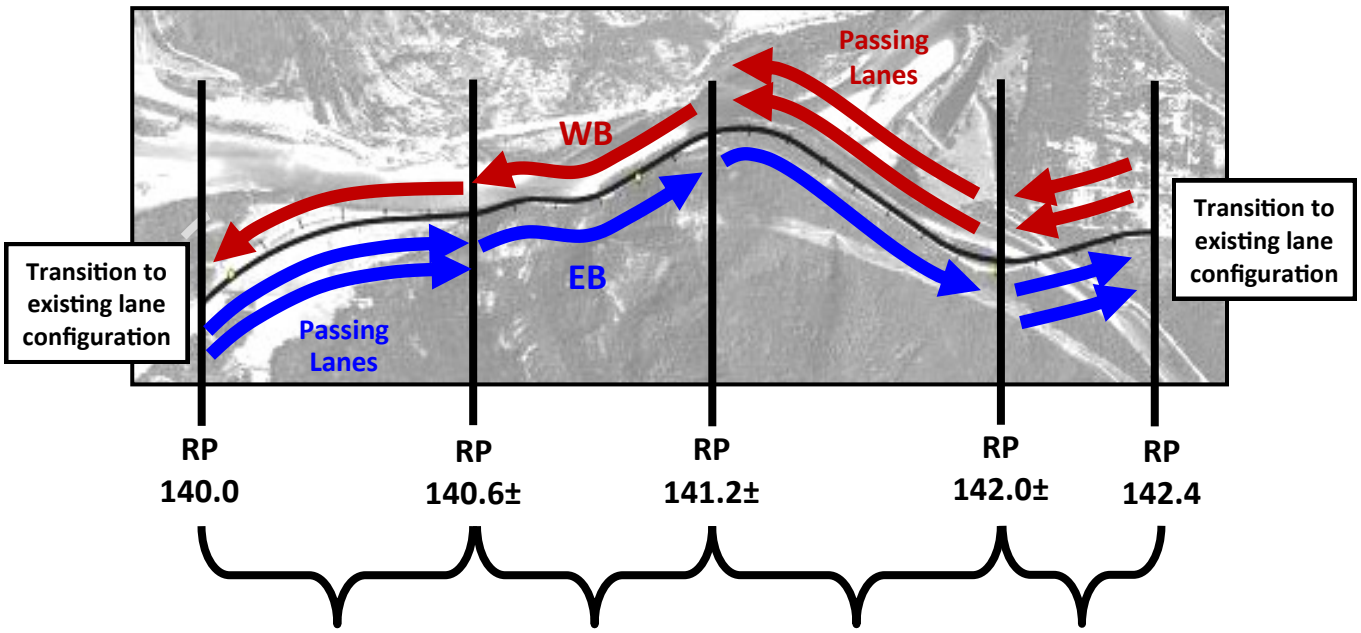
Recommended Improvement			Possible Locations	Planning Level Estimate of Costs	Recommended Implementation Timeframe
Alignment 1 Improvements	**Access Management**	Install Concrete Barrier	RP 140.8± to RP 141.0± (South Side of US 2)	$100,000 to $150,000	Short-term
	Bicycle/ Pedestrian Facilities	Construct Separated Bicycle/Pedestrian Facility	Throughout Corridor (North Side of US 2)	$3.6M to $4.5M	Mid-term to long-term
		Construct Bicycle/ Pedestrian Overcrossing	RP 140.8± (North & South Sides of US 2)	$1.0M to $2.5M	
	Drainage	Install Culverts	RP 140.8±; RP 141.1±; RP 141.2±; RP 142.0± (North & South Sides of US 2)	$4,000 to $10,000 per location	Short-term to mid-term
		Re-grade Ditches	RP 140.8±; RP 140.9±; RP141.8± (South Side of US 2)	$1,000 to $15,000 per location	
		Install Valley Gutter	RP 141.0± (South Side of US 2)	$3,000 to $5,000	
	Parking	Construct Parking Lot	RP 140.2± (North Side of US 2)	$400,000 to $500,000	
	Roadside Safety	Install Guardrail with End Treatments	RP 140.3±; RP 141.9±; RP 142.3±; RP 142.3± (North & South Sides of US 2)	$3,000 to $5,000 per location	
	Rockfall Prevention	Install Wire Mesh Stabilization Fence	RP 140.7±; RP 141.1± (South Side of US 2)	$200,000 to $1.0M per location	
	Rumble Strips	Install Shoulder and Centerline Rumble Strips	Throughout Corridor	$2,100 to $2,700 per mile	
	Sight Distance	Remove Vegetation	RP 140.9±; RP 141.3±; RP 142.0± (North & South Sides of US 2)	$9,000 to $30,000	
	South Fork Flathead River Bridge	Reconstruct South Fork Flathead River Bridge	RP 142.1	$9.7M to $24.2M	
	Traffic Control	Install Static Sign	RP 140.0±; RP 140.2±; RP 140.4±; RP 140.6±; RP 140.6±; RP 141.0±; RP 141.1±; RP 142.4± (North & South Sides of US 2)	$500 to $1,000 per location	
		Install Variable Message Sign	RP 140.0±; RP 142.3± (North & South Sides of US 2)	$20,000 to $250,000 per location	
	Wildlife Passage	Wildlife Undercrossing	RP 140.2± (North & South Sides of US 2)	$920,000 to $1.1M	
Full Reconstruction (Alignment 2)		Construct 3-2-3-4 Configuration	Throughout Corridor	$48.0M to $69.5M	Long-term

Implementation of corridor improvement options is dependent on funding availability and other system priorities. Recommended timeframes for implementation are defined as follows:

- Short-term: 1 to 5 years
- Mid-term: 6 to 10 years
- Long-term: 11 to 20 years

View the Draft Corridor Study Report online at http://www.mdt.mt.gov/pubinvolve/badrock

Alignment 2: Recommended 3-2-3-4 Lane Configuration: Reconstruction of the corridor is recommended along the existing US 2 alignment with modification to horizontal/vertical geometry and other roadway elements to meet current MDT design standards where practicable. The configuration would include shoulders and a new four-lane South Fork Flathead River Bridge. Alignment 2 would tie in with the existing four-lane configuration on either side of the corridor. The recommended 3-2-3-4 lane configuration is illustrated below.



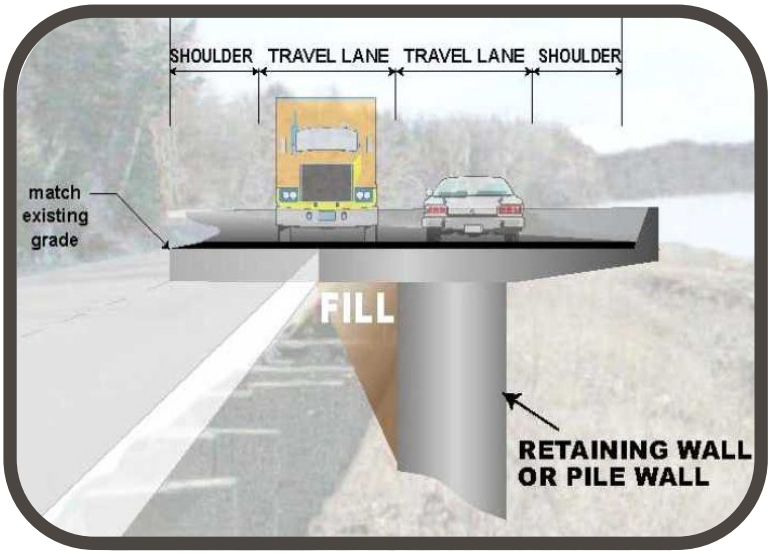
3 Travel Lanes
(Two Travel Lanes in EB Direction and One Travel Lane in WB Direction)

2 Travel Lanes
(One Travel Lane in Each Direction and Transition Sections; Possible Dedicated Left-Turn Bay at Berne Memorial Park; ***Cantilevered Structure***)

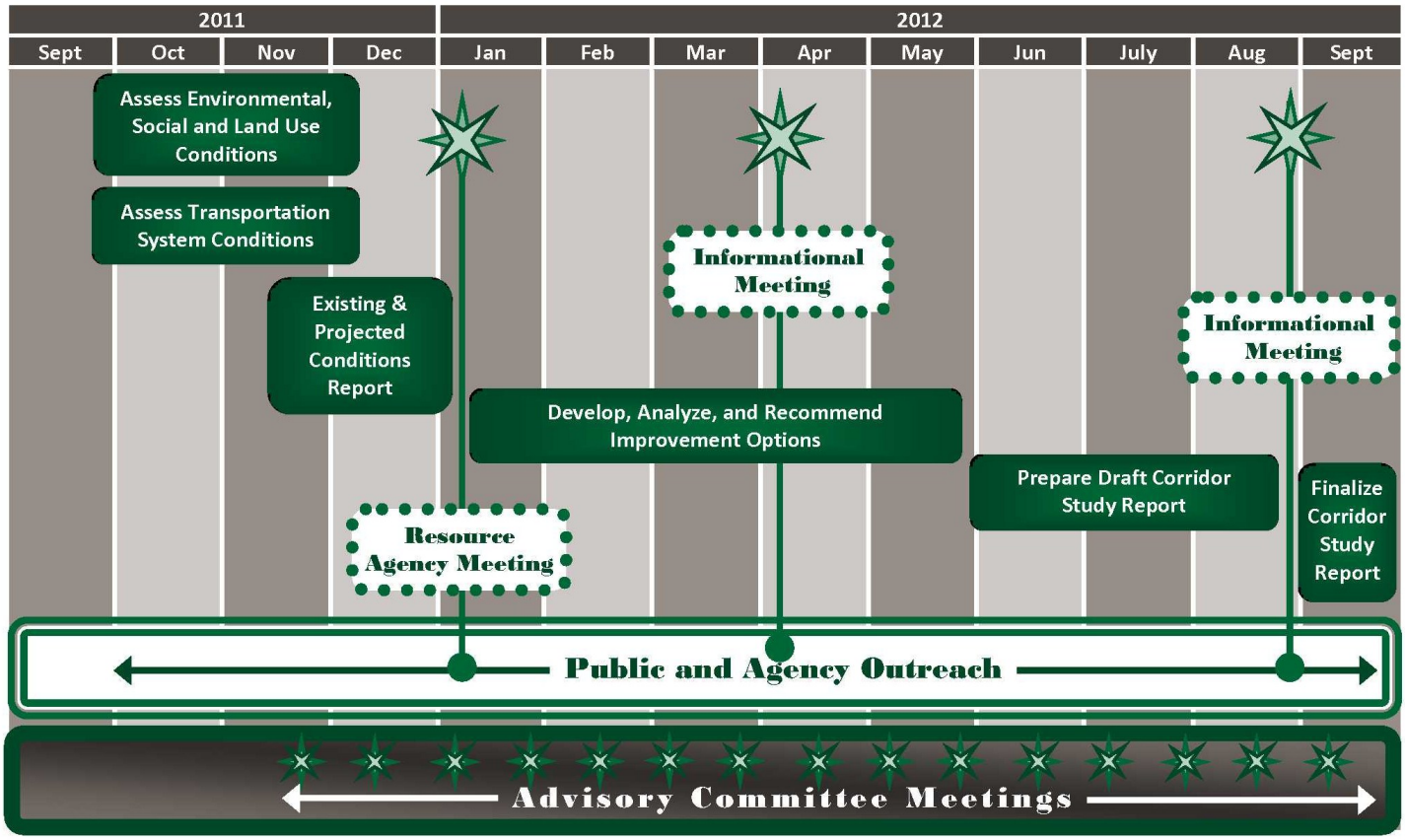
3 Travel Lanes
(Two Travel Lanes in WB Direction and One Travel Lane in EB Direction with Transition Sections)

4 Travel Lanes
(Four-Lane South Fork Flathead River Bridge)

A **cantilevered structure** (illustrated below) is recommended within the most constrained portion of the corridor (140.6± to RP 141.2±) to minimize impacts and accommodate pedestrian/bicycle use and emergency service vehicles. The structure would require retaining walls or pile walls within the floodplain to support traffic loads and a thickened reinforced concrete slab for the road surface. The roadway would remain at or close to its existing elevation. Access to Berne Memorial Park would be maintained, although access to the Flathead River may be restricted where the cantilevered structure extends over the existing river bank.



Corridor Planning Study Schedule



How can I stay involved in this study?

Please join us for an **Informational Meeting** on **Tuesday, August 28, 2012 at 6:00 p.m.** at the U.S. Forest Service Hungry Horse Ranger District Office, 10 Hungry Horse Drive in Hungry Horse. To review additional information about the study and to submit comments electronically, visit the study website (**http://www.mdt.mt.gov/pubinvolve/badrock**). The study may also be viewed at the CSKT Land Use Planning Department (42487 Complex Boulevard; Pablo, MT); MDT Missoula District Office (2100 W. Broadway; Missoula, MT); MDT Kalispell Area Maintenance Office (85 5th Avenue N.E.; Kalispell, MT); Flathead County Planning and Zoning Office (Earl Bennett Building, 2nd Floor; 1035 1st Ave West; Kalispell, MT); or the Flathead County Library – Columbia Falls Branch (130 6th Street West; Columbia Falls, MT).

Comments are due by **September 14, 2012.**

Contact Us

Shane Stack
Missoula District Preconstruction Engineer
406.523.5830
sstack@mt.gov

Sarah Nicolai
DOWL HKM Project Manager
406.442.0370
snicolai@dowlhkm.com

Sheila Ludlow
MDT Project Manager
406.444.9193
sludlow@mt.gov

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MONTANA MDT DEPARTMENT OF TRANSPORTATION

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